



## Public Meeting #2 Summary

September 29, 2015

Public Meeting #2 was held on September 29, 2015 at the Clifton Community Hall (126 2<sup>nd</sup> Street, Clifton, CO 81520). The meeting was held from 4:00 – 6:00 PM in an open house format. Approximately 40 people attended the meeting. Following is a summary of project comments submitted by meeting attendees on comment sheets, recorded by open house staff during one-on-one conversations with attendees during the public meeting, and submitted via email. This summary includes comments received through October 13, 2015.

### How do you use the US 6 corridor through Clifton, between I-70B and 33 Road?

- I live here (9)
- I commute through (5)
- I work/shop here (3)

### Please provide feedback regarding the Level 1, Level 2, and Level 3 alternatives screening. Do you agree with the screening results?

- Only reviewed the recommendation.
- Would be good for traffic and pedestrians, but would hurt business along F Road.
- I like [the recommendation] but totally dislike the bike paths on US 6 – leave these on Front Street. Two lanes is good; four is better.
- Too many options! Generally keep it simple and make improvement in phases over time.
- It does not seem like the plan creates any more capacity for traffic.
- I am an employee at Clifton Elementary, the family center coordinator and safety to and from school is our main objective! We NEED sidewalks, a traffic crossing of some kind and a bike path.
- I do agree with the results, I could see some problems with Level 1 and 2 but I like the recommendation result.
- Yes.
- Alternative 1 preferred.
- I feel Alternative 16 using Front Street to relieve traffic pressure is good. Not in favor of roundabouts especially on 33 Road. The westbound traffic at times would be dangerous to merge into.
- Out of all the different alternatives, I am really happy to see the recommended as it is best at this line to create safer means of the school, bikes and walks path - even drivers as well.
- Nice work!
- Recommended Alternative a good choice.
- The evaluation process has been well done with a variety of concepts.
- Improved Two Lane through Clifton and underpass under 32 Road for Front Street to relieve the US6/I-70B intersection.



**Please share your thoughts regarding the Recommended Alternative. What would you like CDOT and the local agencies to consider as improvements move forward into future design projects?**

## **Recommended Corridor Improvements (Roadway and Intersection)**

- Just make the area functional and nice.
- No. Do not like right-in/right-out as option. Worried about business accesses. Why do two lanes eastbound go past Clifton Liquors? Think two lanes should end at 1<sup>st</sup> Street.
- Going from two lanes to two lanes is not going to handle more traffic.
- As a school representative, a safety and transportation path for students to get to and from school is our top priority.
- Consider outreach to District 51 regarding flashing beacons at the school crossing.
- It's not too drastic but it will also minimize the intrusion to present businesses.
- Put a flashing red light by fire station for when fire trucks come out. (2)
- Fire Department needs a safety signal.
- Investigate westbound left queuing from Front Street to 1<sup>st</sup> Street when a train is crossing 1<sup>st</sup> Street.
- Need eastbound left turn arrow at 33 Road signal. Can't make left turn when high school lets out.
- Southbound left turn at I-70B is hard for trucks. Westbound stop bar needs moved east to give turning room.
- Longer eastbound right turn lane at 1<sup>st</sup> Street (even if accel/decel is not provided).
- Add left turn westbound US 6C to westbound I-70 B (double left).
- Like 1<sup>st</sup> Street connection.
- I prefer the recommended alternative. It will improve the flow of traffic and create a more walkable, bike-able community.
- 1<sup>st</sup> Street – Mesa County.

## **33 Road Roundabout Option – Would you prefer a roundabout or traffic signal at 33 Road?**

- Roundabout (5)
- Traffic signal (10)
- I would like to see roundabouts instead of traffic lights at 33 Road.
- Add roundabout option at 33 Road.
- I'm ok with the roundabout.
- No roundabout.
- The worry for roundabout on 33 Road is speeding. The railroad overpass on Highway 6 is notorious and where do the bicyclists go?

## **Pedestrian, Bicyclist, and Transit Improvements**

- Yes!
- Yes to all.
- Yes I would like all three improvements.



- Clifton Elementary School enrollment so far is 500+ students and a lot of those students walk or would ride a bike if it was safe. These are young children who need safe sidewalks, bike paths, etc.
- We have many students who attend Clifton Elementary who also use that facility all weekend as well as during the week. It is the only park/play area that children can access in the area. We need sidewalks and safe bike crossing areas.
- To accommodate school children, detach walk from 5<sup>th</sup> to 33 Road at least on north side of highway.
- Detached where ever possible especially along school walking routes and in front of school.
- Sidewalks are great.
- Add sidewalk to Grand Avenue from 1<sup>st</sup> to 2<sup>nd</sup> Streets.
- Concerned vehicles won't yield at mid-block crossing – want flashing light for kids crossing US 6C.
- Prefer detached sidewalks rather than attached. So, are there opportunities to detach for at least in front of certain properties like in front of the school and along the street east of the school to 33 Road? This will be a school walking route. Also detached on south side of Highway 6 starting at across from school and heading east to 33 Road.
- Connect sidewalk along I-70B south of US 6 to the west.
- I see no need for sidewalks wider than four-feet.
- No bicycle lanes.
- Need bus drop off on eastbound side of road. People are riding all the way to Palisade and back to be dropped off.
- The safety of pedestrians and bicyclists is vital. Creating multi-modal transportation corridors will improve the quality of life and revitalize Clifton.

**Construction funding for corridor improvements has not yet been identified. It is likely improvements will be constructed as separate projects, and implemented as funding becomes available. Which improvements should be highest priority?**

- Sidewalks.
- Sidewalks, curbs, bike lanes, pedestrian crossings, bus pull outs.
- It would be nice to get north side sidewalks in east of 5<sup>th</sup> Street before development, to help with walking school children.
- Highest priority should be the section near the school. The children are too close to the road.
- Safe sidewalks, crossing signals and bike lanes.
- (1) Because of school, sidewalks on both sides of US 6. (2) 1<sup>st</sup> Street both north and south of US 6 be widened. North for I-70 connection. (3) Front Street to I-70B. (4) Two left turns along with #3 above.
- Does not matter? Asking for Tabor rebates to fund this project.
- Traffic light at 5<sup>th</sup> Street would be good.
- Signal lights.
- Turn lanes would seem like highest priority, provide the biggest initial benefit.



- West end then phase from west to east.
- Improvements should be done in a logical order, west to east however, improving safety around the school is very important.

### **General Suggestions and Comments Regarding this Transportation Study**

- Thank you for the meetings and notices.
- Many thanks for recognizing the need for improvements. Palisade is interested and ready for improvements on Highway 6 too.
- US 6 through Palisade has obvious safety and street lighting deficiencies that are similar to the US 6 Clifton segment.
- I think this recommendation will really hurt our businesses. I don't think it has any positives other than sidewalks. Not sure they are really needed, but listened to the justification. County Representative said plan is per Access Plan and that can't be changed at this point.
- Parking for Clifton Liquors would be eliminated. Please look at alternatives. Access would be limited also.
- Trucks are using E½ to 33 Road to avoid congestion at I-70 B/US 6.
- Check signal timing along I-70B from US 6 to 30 Road. Improvements to US 6 will not do any good if bottleneck at I-70B (due to signal timing) is not corrected.
- Staff from all agencies does an excellent job. As always, the public is challenging to get involved and provide constructive input.
- The intersection of I-70B and US 6 is the main controlling problem. The stoplight on 1<sup>st</sup> Street with improved 1<sup>st</sup> Street (widen and sidewalk) will help with Old Town Clifton side road traffic. To connect Front Street to the Old 32 Road would take a load off the I-70B and US 6 intersection. Also two left turn lanes there would help.
- Speeds on I-70B on the downgrade approach to the signal at US 6 are high.
- Long signal red time at the eastbound F Road and westbound US 6 approaches to the signal with I-70B.